6.0 MOBILITY PLAN

The Palomar Gateway District (PGD) Mobility Plan identifies infrastructure improvements (motorized and non-motorized) based on the guiding principles introduced in Section 3.0. The relationship between the community's land uses, circulation system and transportation infrastructure network is an important consideration for comprehensive planning. Efficiency, access, and safety for all modes of travel, including pedestrian, bicycling, and transit will afford citizens to have options when trip planning and lessen dependence on single passenger auto-mobile travel. The result will be cleaner air, a safer environment, an improved economy, and a higher quality of life. Additionally, integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. Communities that incorporate complete streets gain quality of life benefits as increased bicycling and walking are indicative of vibrant and livable communities.

Multi-Modal Recommendations

The Mobility Plan reviews the constraints and opportunities of each travel mode. Recommendations are prioritized based on a defined tiered system. These recommendations were developed by adhering to AB 1358 principles outlined in *Section 3.0*, PGD's need and purpose, researching Multi-Modal transportation industry standards and guidelines practiced nationwide (such as Designing for Smart Growth by SANDAG) and findings outlined by Walkable and Living Communities Institute Inc. Report on PGD shown in ***Appendix M***.

TIER I:

- Addresses high-volume high-accident locations.
- Improves Mobility substantially for all modes. Moves people, not cars.
- Essential component of activating the community, applying Smart Growth principles and achieving the objectives of the PGD vision.

TIER II:

- Improves Mobility and has little to no impact on other travel modes.
- Creates a better balance between motorized and non-motorized travel.
- Enhances mobility by introducing missing links and ensures continuation of capacity.
- Ease of implementation from a constructability, political and financial standpoint.
- Promotes ADA compliance.

TIER III:

- Creates places of human scale that promotes active lifestyles and enhances the user experience.
- Involves the beautification of the District.
- Improves mobility to lesser extent and may impact other modes of travel.
- Feasibility unclear with potential concerns of constructability, political and financial support.

Table 12 and ***Figure 11*** presents the Palomar Gateway District Mobility Plan.

It is important to note that the improvements suggested in the following Mobility Plan are conceptual and provide a long-range vision for the community and the Palomar Gateway District. These recommended improvements were developed to achieve the PGD's spirit and intent to develop a Smart Growth Transit Oriented Development integrated with the Palomar Transit Center.

The proposed improvements are intended to foster multi-modal choices for the residents of Chula Vista while maintaining appropriate levels of service. The motorized improvements outlined in the Mobility Plan below are CEQA mitigations to achieve an acceptable LOS and non-motorized improvements are considered project features to improve overall mobility. A detailed engineering study is recommended to identify the feasibility, constructability and funding of these improvements when appropriate.

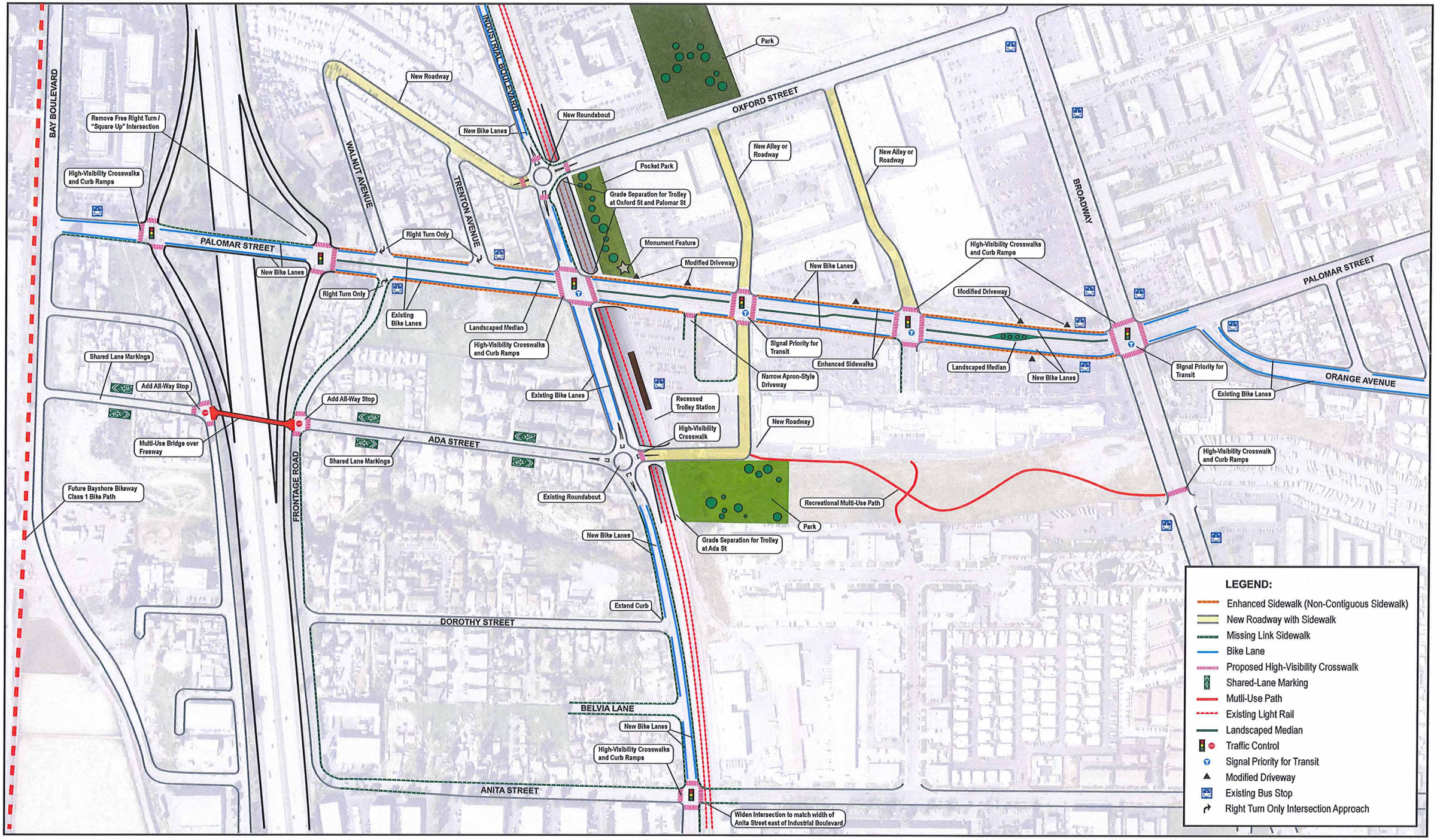
TABLE 11
PALOMAR GATEWAY DISTRICT MOBILITY PLAN

Mobility Element	Constraints	Opportunities		
		Tier I (High Priority)	Tier II (Medium Priority)	Tier III (Low Priority)
Pedestrian 	▪ At-grade trolley crossing compromises pedestrian safety and bisects community ▪ Missing sidewalk links hinders mobility ▪ Lack of ADA compliance at certain locations ▪ No buffer on Palomar Street creates a dangerous and unpleasant user experience ▪ "Mega-blocks" lack human scale and hinder walkability ▪ Abundance of driveways along Palomar Street exposes pedestrians	▪ Grade-separate trolley line per 2050 RTP (recommend trolley under Palomar Street to avoid bisecting the community and avoid visual impact)[b] ▪ Introduce new roadways that introduce human scale and encourage walkability ▪ Add countdown timers to existing traffic signals ▪ Square up the at I-5 SB ramps at Palomar Street to avoid free high-speed right-turns	▪ Close/modify driveways on Palomar Street ▪ Provide non-contiguous sidewalks on Palomar Street ▪ Provide sidewalks on missing links ▪ Provide ADA compliant curb ramps ▪ Provide high visibility crosswalks ▪ Provide adequately sized islands for pedestrian refuge on Palomar Street ▪ Provide two pedestrian curb ramps per intersection corner	▪ Provide a multi-use path in the SDGE easement. ▪ Provide a multi-use bridge over I-5 at Ada Street extension
Bicycle 	▪ At-grade trolley crossing compromises bicycle safety ▪ Missing bicycle links hinders mobility ▪ Poor accessibility to future Bayshore Bikeway ▪ "Mega-blocks" lacks any human scale and does not promote bicycle activity	▪ Grade-separate trolley line per 2050 RTP recommend trolley under Palomar Street to avoid bisecting the community and avoid visual impact)[b] ▪ Class II bike lanes on Palomar Street and Industrial Boulevard to integrate with the Bayshore Bikeway ▪ Provide bicycle facilities on missing links ▪ Provide bicycle lockers at the Palomar Transit Station	▪ Use colorized or elevated bike lanes to enhance bicycle safety and create driver awareness at vehicle-bicycle conflict points[a] ▪ Developer subsidy of transit passes	▪ Provide a multi-use path in the SDGE easement. ▪ Provide a multi-use bridge over I-5 at Ada Street extension
Transit 	▪ At-grade trolley crossing lowers transit capacity ▪ Increasing demand on Blue Line adds congestion and delay to buses on Palomar Street ▪ Increasing congestion on Palomar Street reduces reliability of bus service ▪ Only one driveway with limited movements serves both buses and vehicles ▪ On-board bus collection increases dwell and route travel times[a]	▪ Grade-separate trolley line per 2050 RTP (recommend trolley under Palomar Street to avoid bisecting the community and avoid visual impact) to reduce transit travel times on Palomar Street[b] ▪ Shade structures at busiest stops such as Broadway and Palomar Street	▪ Passive transit signal priority along Palomar Street[a] ▪ Allow level boarding by providing low-floor buses ▪ Provide amenities such as illuminated bus shelters, system maps and schedule, wayfinding signage and bars that passengers that can lean on while standing ▪ Display real time arrival information at Palomar Transit Center	▪ Off-board bus collection system[a] to improve headways ▪ Consider public art and unique design for bus shelters, benches and other street furniture
Light Rail 	▪ At-grade trolley crossing impedes vehicular, pedestrian and bicycle mobility ▪ Increasing demand on Blue Line adds congestion and delay to Palomar Street ▪ High-floor trolley cars inhibit disabled and bicycle loading leading to increased gate closing time and excessive delays to vehicles ▪ Frequency of trolley line needs to increase to serve highest ridership trolley blue line demand ▪ Trolley vehicle lengths needs to increase to serve highest ridership trolley blue line demand	▪ Grade-separate trolley line per 2050 RTP (recommend trolley under Palomar Street to avoid bisecting the community and avoid visual impact)[b] ▪ Consider low-floor trolley cars to reduce passenger loading and unloading times (currently under construction)	▪ Grade-separate trolley line at Ada Street ▪ Increase trolley car length and reduce headways to serve Blue Line demand	▪ None
Vehicular 	▪ At-grade trolley crossing at Industrial Boulevard/ Palomar Street intersection causes excessive vehicular delay and poor LOS during peak hours ▪ Loading and unloading maneuvers on high-floor trolley cars causes excessive queuing and disrupts signal progression on Palomar Street ▪ Absence of parallel routes, limited roadway network and multiple driveways affects traffic throughput	▪ Grade-separate trolley line per 2050 RTP recommend trolley under Palomar Street to avoid bisecting the community and avoid visual impact)[b] ▪ Restrict Walnut Avenue access to/from Palomar Street to allow right-in/right-out only[b] ▪ Introduce new access to Oxford Street from Industrial Boulevard to relieve traffic congestion on Palomar Street ▪ Change left-turn phasing from permitted-protected to protected[b]	▪ Realign Transit Center Place driveway to avoid intersection offset ▪ Enhance segment capacity on Palomar Street by modifying and/or closing driveway access where feasible[b] ▪ Increase curb-radii on Anita Street to allow truck turning to/from Industrial Boulevard	▪ Provide landscaping along the median on Palomar Street to add visual character

TABLE 11
PALOMAR GATEWAY DISTRICT MOBILITY PLAN

Mobility Element	Constraints	Opportunities		
		Tier I (High Priority)	Tier II (Medium Priority)	Tier III (Low Priority)
ADA 	▪ Disintegrated/absent sidewalks and crosswalks hinders mobility for disabled and senior users ▪ Wide curb radii on driveways create high-turning speeds of traffic compromising safety	▪ Repair all disintegrated sidewalks and provide sidewalks on missing links ▪ Retrofit all intersections within the PGD to ADA compliant crosswalks and curb-ramps ▪ Remove or relocate street furniture on sidewalks that hinder mobility ▪ Close/modify driveways on Palomar Street to reduce exposure	▪ Introduce infrastructure such as audible count-down pedestrian signals, truncated domes/ ADA pads to enhance mobility ▪ Provide dedicated ADA parking at the Transit Station	▪ None
Parking 	▪ Current parking layout promotes auto use ▪ Free parking does not provide a revenue source ▪ Lack of parking efficiency with over-supply and non-shared land uses	▪ Promote mixed-use, compact development with shared parking ▪ Provide parking interior to the development and not along roadway to add visual character and promote other travel modes	▪ Use dynamic parking pricing to promote non-motorized travel and create a revenue stream ▪ Consider on-street parking as supply for development	▪ None

Footnotes:
a. Case studies presented in ***Appendix N***.
b. Subject improvements are treated as CEQA mitigations.



LINSCOTT LAW & GREENSPAN engineers

Figure 10

Conceptual Mobility Plan

PALOMAR GATEWAY MOBILITY STUDY